



A Message from the Co-Chairs

This Update is a part of our continued commitment to inform Arizona residents... of Task Force activities and to encourage your participation.

Welcome to the Governor's Transportation Vision 21 Task Force Update. This Update is the first in a series, designed to brief you on activities of the Governor's Transportation Vision 21 Task Force. This state-wide Task Force is charged with developing a long range vision for Arizona's transportation future. Our charge is to look a minimum of twenty years into the future and identify how we can effectively move people and goods throughout the state. We are also charged with assessing how to pay for the system, and with making recommendations on how transportation is governed and planned in the state.

Since their initial meetings in March, 1999, Task Force members have worked to inform themselves on a wide range of transportation topics, focusing on the three committee areas: Definition of Needs, Resources, and Revenues; Governance; and Planning and Programming. In 1999, the Task Force met nine times, complemented by meetings of the three committees. In addition, the Task Force conducted ten public input meetings throughout the state. The Task Force completed and submitted an Interim Report with preliminary findings to Governor Hull in December, 1999.

This Update is a part of our continued commitment to inform Arizona residents and other interested parties of Task Force activities and to encourage your participation in our discussions. In a future issue, we will share with you highlights of the Interim Report.

Learning about how transportation planning and implementation works in Arizona, whether at the state or local level, is a complex and, sometimes frustrating task. We appreciate the hard work of our Task Force members in 1999 and look forward to our ongoing discussions in 2000.

We are currently in the process of working with a team of consultants to assess, in a consistent manner, the state-wide transportation needs, resources and revenues. We will then begin to put together a plan to meet those needs. We are planning a second series of public information meetings, probably in early fall. We look forward to meeting with you and getting your input on a true vision for transportation in Arizona. We will then finalize the plan and submit consensus findings and recommendations to Governor Hull by December 31, 2000.

Sharon B. Megdal, Ph.D.
Co-Chair

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Executive Order 99-2 Highlights



The Task Force shall identify critical, long-range transportation needs in both rural and urban areas of this state. The Task Force shall develop preliminary estimates of the long-term (minimum of twenty years) cost of implementing a comprehensive, multi-modal, long-range transportation system plan and compare the estimated cost to estimated revenues from existing federal, state and local transportation funding.

reduction programs. The Task Force's strategies or recommendations shall address urban, rural and freight concerns throughout the state.

The Task Force shall study and recommend guidelines and procedures for prioritizing Arizona's transportation needs and expenditures in relationship to the responsibilities of the Arizona Transportation Board, the Arizona Department of Transportation, local governments throughout the State and local planning agencies.

The Task Force shall review the structure and responsibilities, with regard to transportation planning, of the State Transportation Board, the Arizona Department of Transportation, local governments throughout the state, and local planning agencies, and include any recommended changes in its final report.

The Task Force shall submit an interim report on or before December 15, 1999 and a final report to the Governor by December 31, 2000. Both reports shall contain "consensus" findings and recommendations of the Task Force. The reports will be made available to Arizona's congressional delegation, the members of the Arizona State Legislature, state, county, and local transportation departments, the state's universities and the private sector, including community and citizens groups.

Background

The Task Force grew out of recommendations of the seventieth Arizona Town Hall held in Prescott in May, 1997, which called for the establishment of a Governor's Task Force to build consensus and recommend planning and funding strategies for Arizona's multi-modal transportation future. Governor Jane Dee Hull established the Transportation Vision 21 Task Force in February 1999. Executive Order 99-2 charged the Task Force with reviewing and evaluating current transportation practices, resources and infrastructures and with recommending and prioritizing the transportation goals, funding and specific plans that will establish a vision for transportation in Arizona for the 21st Century.

The Task Force shall identify and recommend planning approaches and funding strategies to be used to establish a comprehensive, fully integrated, multi-modal system that serves the future transportation needs of all of Arizona. The Task Force should consider all aspects of transportation, including but not limited to, public roadways, highways, bus service, passenger rail service, aviation, bicycle and travel

Task Force Committees

The Task Force has established three working committees to study critical transportation needs:

Definition of Needs, Resources and Revenues

Chair: Barbara Ralston

Vice-Chair: John Mawhinney

This committee is working to identify critical regionally significant long range multi-modal transportation needs and projects in both rural and urban areas in Arizona. The committee is examining projected transportation revenues for the entire state of Arizona and evaluating the adequacy of projected revenues to meet those needs. The committee is also charged with developing a proposal to ensure a reliable funding stream to meet future transportation needs.

"The analysis of state-wide needs, resources and revenues for Arizona has proved to be a difficult and complicated process. Our committee work in 1999 was informative, and with the hiring of our technical consultants, to assist us in ensuring consistent analysis, we are well on our way to developing reliable quantitative assessments for Arizona's long range transportation future." -- *Barbara Ralston*

Governance

Chair: Kurt Davis

Vice-Chair: Lisa Atkins

This committee is charged with focusing on the structure, role, responsibility, and interrelationship of each of the transportation planning and delivery entities established by

state and federal law, including local government, regional and state transportation authorities. The committee is evaluating the structure, role, responsibilities and interrelationships of each entity as it relates to multi-modal transportation infrastructure.

"Reforming how our transportation system is governed is critical to public confidence in the Task Force recommendations and ultimately in Arizona's ability to garner public support for new transportation initiatives." -- *Kurt Davis*

Planning and Programming

Chair: Kevin Olson

Vice-Chair: Diane McCarthy

This committee is charged with evaluating current transportation planning processes at the local, regional, and statewide levels for all types of transportation; evaluating project selection, prioritization, and development; evaluating the effectiveness of the public input process; evaluating current multi-modal transportation planning; determining deficiencies within current processes; recommending improvements and modifications to existing processes; and developing a foundation for preparing a long range (minimum 20 years) multi-modal transportation plan for Arizona.

"Efficient, effective transportation planning and programming are of concern to everyone. Through the Planning and Programming Committee discussions, we are well on our way to assessing ways to improve the process. " -- *Kevin Olson*



A Summary of Public Input



The Governor's Transportation Vision 21 Task Force conducted ten public meetings throughout Arizona from May through September, 1999. The purpose of the meetings was to elicit public comment regarding a long term vision for state-wide transportation. A public comment form posed the following questions:

- ▼ *What is your vision for transportation 20 years from now and beyond?*
- ▼ *What services or infrastructures do you believe need to be improved in order to meet the needs of your region (and the state as a whole) 20+ years from now? HOW?*
- ▼ *Do you have suggestions of ways to fund improvements in services or infrastructure?*
- ▼ *What are your priorities for transportation services or infrastructure improvements?*
- ▼ *Are there additional issues or items you think the Task Force needs to consider?*

Meetings were held in Yuma, Peoria, Tucson, Sierra Vista, Kingman, Flagstaff, Chandler, Payson, Phoenix, and Glendale. Approximately 500 persons attended the public meetings.

Key issues raised at these meetings were:

Definition of Needs, Resources and Revenues

Multiple speakers noted the need for increased revenues for trans-

portation state-wide.

Urban and rural areas share common transportation needs: access to employment, services (e.g. education, health care), shopping and recreation, as well as the need to move both passengers and freight in an efficient manner.

Comments in urban and rural areas also reflected basic differences on transportation issues. In the rural areas, access to enhanced services in other communities and the metropolitan areas is critical. In the urban areas, efficient and effective traffic management is important. The urban areas also face increased congestion and air quality concerns.

Speakers consistently noted issues of growth and economic development and the related impacts on transportation needs across the state. Safety is also a critical need whether on high-speed freeways, at city intersections, or on rural roads.

A fully multi-modal transportation system must include all aspects of multi-modal planning including pipelines, electronic transmissions and telecommunications.

Various transportation entities throughout the state rely on a wide variety of funding sources.

While there was no universal agreement on appropriate new funding mechanisms, many speakers did support increased funding. Speakers noted the need to look to other states and countries for ideas.

Meetings - First Phase - 1999

Several communities suggested developing funding partnerships. Such partnerships might include: inter-agency partnerships e.g. ADOT and DPS; inter-jurisdictional partnerships e.g. the state, cities, counties, towns; public and private partnerships.

Aviation issues: Return flight fund property tax revenues to the aviation fund.

Overall transportation system maintenance is critical to local communities whether roadway maintenance, maintenance of transit fleet equipment including wheel-chair lifts and bicycle racks, or automated message signs.

Transit is critical to both urban and rural areas. The urban areas are looking for comprehensive systems that meet a wide variety of regional needs, including fixed route, Dial-A-Ride, collectors, and light rail transit. The rural areas are searching for ways to develop and implement basic services and to provide connections to urban areas. The state needs to plan for an aging population that wants and needs to retain mobility even when no longer driving.

Alternate modes are important to both urban and rural areas, e.g. bicycling, pedestrian paths, car-pooling, equestrian, etc.

Rail service, both passenger and freight, including inter-modal freight capabilities are important to the state. Some speakers noted the increased availability and need for use of changing technologies, e.g. Intelligent Transportation Systems or ITS, alternate fuels, telecommunications, etc.

The inter-relationships of land use, air quality and transportation are important.

Coordination with other planning processes e.g. Growing Smarter is important.

Many communities noted the importance of giving ADOT the resources needed to meet their mandates, and the need to pay ADOT employees competitive wages.

Several speakers complimented ADOT district level staff on their work.

NAFTA and the CANAMEX corridor is impacting many portions of the state and presents transportation challenges in terms of planning, programming, funding, and enforcement. Many communities are seeking creative ways to effectively meet the demands of increased, NAFTA related truck traffic.

Seasonal populations serve an important economic mainstay for Arizona, and yet, present a transportation challenge for service delivery and funding allocations.


Strong educational efforts are needed for state transportation issues. These include the need to educate the legislature as well as voters and residents state-wide of overall transportation needs and importance of increased funding to meet those needs; and the need to promote the use of alternate modes of transportation.




Summary of Public Meetings (Continued from Page 5)




Governance



State Transportation Board comments generally reflected the difference in urban versus rural interests, with rural areas wanting to retain the existing structure and the urban areas seeking increased representation on the board. Some speakers noted that the board functions well as it is



Increased coordination with other state agencies e.g. State Lands, DPS, ACC (for rail & pipeline issues) is needed. Some legislative changes may be required.



Many local jurisdictions want increased authority to impose new funding mechanisms and more flexibility in use of existing funding, e.g. use of gas tax for transit.

Many local jurisdictions, especially counties, are seeking more authority over land use issues.

Planning and Programming

Speakers expressed strong support for local involvement in planning and decentralization of decision-making within ADOT. Speakers also recommended that ADOT District Engineers be given more authority.

Strong ADOT multi-modal planning is important, and regional cooperation is vital.

ADOT has improved communication, but increased communication and coordination is needed.

Communities want to retain unique qualities, and need flexibility from ADOT in planning and implementing transportation improvements.

In addition to the above areas, public meeting speakers also presented comments on the overall Vision 21 process, and made comments on specific area project improvements needed. These comments are included in the individual meeting summaries and the appendix. A detailed analysis of the public input meetings is available from the Vision 21 Transportation Task Force Administrative Coordinator.

Upcoming Meetings and Events

The Task Force and Committee 2000 calendar is under development. Please contact the Administrative Coordinator for more information.